

Regular Meetings are the 3rd Thursday of each month unless otherwise posted.

**Next Meeting
November 20th
Temptations**

**Eats Starts @ 6 PM
Meeting Starts @ 7PM**



BMCCF

The Cape Fear British Motor Club Welcomes all Marque, Models and Motoring Enthusiasts

For additions or submissions to the letter contact the editor:

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www.BMCCF.org

Volume 16 No.11

THE HUB

November 2014

The Official Monthly Publication of the British Motor Club of the Cape Fear

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The HUB is published and distributed Monthly by the Cape Fear British Motor Club. Articles reflect the opinion of the author and are the property of the Cape Fear British Motor Club and may be reprinted by similar clubs providing the author and source is credited.

Deadline for submission of articles is by the end of the third week of the month prior to publication.

President's Message:

Our Christmas party is coming up on December 11 at Temptations so be sure to let John Moore know if you are planning to attend. In addition, don't forget the Fly-in on November 8, see Eric's calendar of events or his recent email for details. At our next meeting I will present a revision to our By-Laws to provide that the President and Treasurer be automatically on the Board of Directors. All members in good standing are eligible to vote (that includes spouses, partners, etc. residing in the same house). The revision will require voting by at least two thirds of the full members and two thirds of that vote to pass; therefore, I will also be releasing an email with a ballot as well. If past experience is any indication it will take a little time to get the vote completed. See you at the next meeting.

See You Soon -
Steve



BMCCF - MINUTES

OCTOBER 16TH, 2014



Temptations, a.k.a. the BMCCF Club House

Meeting was called to order at 7:15 by President Steve Donatone.

39 car enthusiasts were present for the meeting.

The minutes of the September meeting were approved by acclamation.

Steve said there were some dash plaques and McGuire's Compound that were not distributed at the car show. Anyone want one? Yes, said the crowd. Done, said Steve.

Steve said that Eric was not able to attend the meeting so Steve discussed the recent BMCCF car show. He said the show was very nice and things ran very smoothly. There were 119 paid attendees. The trophies were unique with pistons, spark plugs and gas pumps for third, second and first respectively. The best in show was a very nice wood boxed thermometer. The cleanup was successful. Steve asked for a round of applause which was delivered rousingly.

Steve asked for a show of hands of people who had attended the car show and most present had attended. He then asked for suggestions to make the show better but no one had any ideas they wanted to share so Steve asked anyone with brilliant – or less than brilliant – ideas for improvements to email Steve. Steve then asked for volunteers to chair the show in 2015. Many, many seemed interested but no one volunteered. Steve said we had a couple of months before the planning needs to get started and said February (or earlier?) is probably what we should shoot for to have a chair in place. Think about it – all the glory and fun! Contact Steve to discuss.

John Moore then delivered the treasurer's report and stated that the club is cash rich right now because most of the expenses have not been submitted. Please submit those expenses ASAP to Eric who will submit to John. To be reimbursed for an expense you need to provide a receipt and explain what the expense was for. Car show details: Receipts from registration - \$1320 which include 44 day of show registrations; 50/50 - \$312; raffle - \$882; sales - \$45

The Rusty Bumpers – the primo show band – were acknowledged to thunderous applause. Soon to be new member Larry who played with the Rusty Bumpers was acknowledged.

Steve then discussed the lunch drive to Leland where 18 folks had a very nice day for a drive and then lunch at McGruder's. There were no problems except that Charlie Schaefer's Jag overheated but as that is a common occurrence that didn't count as a problem.....

REMINDER: Please RSVP to HYPERLINK "<mailto:lechef@ec.rr.com>" lechef@ec.rr.com is you plan on attending the Christmas Party on Dec. 11th. This is very important for food prep. Thanks in advance.

Steve received a "Thank You" from Gary Henderson for the club members who brought their cars to Riverfest. Our participation was very much appreciated.

There were some gift certificates that were not used in the goodie bags or as raffle prizes. Steve wrote a number on each and asked for folks to shout out a number. The person who called out the number received the certificate. Not as easy as it sounds for BMCCF members! Steve finally gave away the following certificates: \$25 from Rock Auto; \$30 off Apply Hydraulic and a subscription to Classic MG magazine.

Next came the voting for new members of the Board of Directors. Steve passed out ballots and instructed to vote for 2. When the votes were counted, including any votes emailed to Steve, Edie Cutler had 23 votes, Donna Schaefer received 21 votes and Ron Foster and John Moore tied with 20 each. Since the by-laws state that we need an officer in addition to the President on the board, Steve asked for a sense of who should be on the board between Ron and John. Ron volunteered to step aside and asked John to serve. Since there were now 3 folks to fill 2 positions, Steve asked if any current board member would like to step down to make way for the newly elected non-officers. Thomas Yoshida – a gentleman and a scholar who also travels extensively with his job – volunteered to relinquish his seat so there are now 3 new board members – Edie, Donna and John Moore.

Steve asked for a sense of those present to amend the by-laws so that the President and Treasurer should automatically be board members and the election would only be for at-large members. Those assembled seemed to agree so Steve said he would investigate what it takes to amend the by-laws.

Once again Steve asked if there were any additional nominations for club officers and, being, none Steve asked for confirmation by acclamation that the current slate of officers

serve another term. So acclaimed, those present confirmed Steve Donatone – President, Ron Foster – Vice President, John Moore – Secretary and Pam McMahon – Secretary.

Jacq Moore said the car show was excellent- all of the components including the pre-show party and the raffles. John Williamson asked about the number of out-of-town folks at the pre-show party. Although no one had an exact number the consensus was that “quite a few” (more than 10ish) were there.

Steve asked that newer members consider stepping up for not only as show committee chairs but also to organize activities. Come on folks, you have some great ideas. Let us hear them!

Ron Jones, accompanied by his beautiful wife, said this was their 1st anniversary with the club and the show had been his first. He had been to shows in South Carolina and Virginia and ours was very impressive!

The meeting adjourned at 7:45 PM

Respectfully submitted, Pam McMahon



FALL FLY-IN at the STAG PARK airfield in Burgaw November 8th. As in past years, they would like us to take our cars and join in the fun. **Meet at PAULS Hotdogs @ 9:30AM.** **11725 US Hwy 117**



Our Day At The Park

Well, I had a good time at the show and from what I have heard, both on the day and after it was all over, so did a majority of the people who attended. The day was glorious, which was a relief, as I had my concerns after the indifferent weather of the previous couple of weeks. The turnout of vehicles was good, with over a hundred out of a total of 119 registrations actually on the field.

The success of the show was, of course, down solely to the great team of people who dedicated their time and effort as the Task Chairs. The work that they put in, over the months, certainly paid off. My thanks go also to the members who were there, on the day of the show, helping with the set-up, the registration, the raffles and all of the other tasks that needed to be done.

The venue seemed to work well too, with the trees providing some welcome shade for folks to sit and relax whilst listening to the great music provided by our own “Rusty Bumpers”, who did a terrific job of entertaining. I noticed quite a few people tapping feet and singing along.

Not everything was perfect, however, there were a couple of things which could have been done better and I have made notes on these in the show folder that the next Show Chair will inherit.

My thanks, once again, to all who worked to make the show a success, and also to the people who brought their cars, without you - we would have had a 'no-show'!

Cheers,

Eric.













RockyPoint, NC 28457Carroll Shelby's first race car, a 1949 MG TC, heads back to auction

From Hemmings Daily



1949 MG TC, the first car road raced by Carroll Shelby. Photos courtesy Barrett-Jackson.

Before Texan Carroll Shelby built the Shelby Cobra or helped Ford to defeat Ferrari at Le Mans (and Sebring and Daytona, for those keeping score), he was a racer who competed at the highest levels of motorsport. A heart condition ended his driving career in 1960, after just nine amazing seasons behind the wheel. Next January, the car that began the legend of Carroll Shelby as a driver, a [1949 MG TC](#), will once again cross the block, and Barrett-Jackson hopes the car will sell for more than the \$313,500 (including buyer's fees) realized when the roadster crossed its stage in 2008.

In May of 1952, Shelby joined a friend from Dallas, Ed Wilkins, at a sports car race in Norman, Oklahoma. Though Shelby had no formal road racing experience, Wilkins let him drive his 1949 MG TC in a race for small-displacement sports cars. As Shelby related to [Octane Magazine](#) in June of 2008, "...

I had no idea of what to do but just drive, and I won it..."

Beating similar cars piloted by experienced drivers is one thing, but Shelby's victory also qualified him for a second race, where he'd be pitted against faster and more powerful cars from manufacturers like Jaguar. Despite the handicap of inexperience, Shelby took victory in the afternoon event as well, and the seeds of a driving career were planted. Prior to the car's sale in 2008, Shelby was quoted in a Barrett-Jackson press release as saying, "Because it was early in my career, I still had a lot to learn but knew how to go fast. This MG changed my life, because from that point forward, I knew that I wanted to be involved with racing and sport cars."

Shelby soon graduated to faster cars (including, ironically, Jaguar XK120s), and by the end of his debut season was turning down offers to drive other people's race cars. Just four years later, in 1956, Shelby took his first SCCA National Championship and was named Driver of the Year by Sports Illustrated. By 1958, he'd captured a second SCCA championship and was racing a grueling schedule of sports car and Formula 1 events across Europe. Two years later, at the end of the 1960 season, Shelby ran his last race at Laguna Seca, where he drove a Birdcage Maserati to a second-place finish at the Pacific Grand Prix.

The car that started Shelby's career still carries its original 1,250cc inline four-cylinder engine, said to make over 100 horsepower in race trim. The four-speed manual transmission is original as well, and during the 20+ years that publisher Syd Silverman owned the car, it was a frequent sight at vintage events. In 2005, the Shelby-driven MG captured the Collier Cup in Watkins Glen, New York, a testament to its ongoing capabilities as a vintage race car. When the car last crossed the auction stage, it was offered complete with its SCCA log book and spare parts, and was said to be vintage-race ready; presumably, the car remains in the same condition and these items will also be included in the January 2015 sale.

The price of \$313,500 realized for the car in 2008 topped the list of results from Barrett-Jackson's debut Las Vegas sale. Following Carroll Shelby's death in 2012, values for vehicles with direct ties to Shelby soared, and since have shown little decline in pricing. While Barrett-Jackson isn't releasing a pre-auction estimate for the lot, it's a safe bet that the low-end number would be in the \$313,500 range.

BMCCF Club Members

We are getting the last of the expense receipts in from the 2014 car show. When we have a final determination of how profitable the show was this year, the board will meet to determine how much of our profits we can donate to local charities, and which charities we would like to support.

If you have a charity you would like us to consider, please forward me the following information by November 9th.

Name of Charity and statement about their mission

Contact person with phone # and email

Their web site

Your association with the organization

Please know that we are looking for charities who do work in the greater Wilmington area. At least 90% of our donation must be used for their cause and not administrative expenses. We will require written proof of where the donation is going.

Thanks you for your help,

Ron Foster

rrfoster2001@yahoo.com

Nuts, bolts and washers; which ones to use, and why

**Richard Lentinello -
Hemmings Daily**

Besides all the usual working items you need to have on hand while restoring old cars, such as an endless supply of those blue workshop towels, cheap red rags and that white hand goop, a variety of fasteners will make the project proceed much quicker, and give your restored car a more professional appearance. Having access to different sized nuts, washers and bolts will prevent you from running down to the auto parts store every time you need one, and



will ensure that the car's newly installed parts will not only look better with new nuts and washers on them but will be fastened much more securely, especially when you use new lock washers.

Like most garages I've got a few of those multi-drawer parts bins with the little clear plastic trays. One is filled with the typical mixed mash of new and used fasteners, many of the industrial kind. Whenever I have to throw away an old appliance such as a dishwasher or air conditioning unit, I always remove as many fasteners as possible just for the heck of it; you can never have too many chrome-plated Phillips head screws, you know.

But my favorite parts bin is the one filled with new stainless steel hardware, such as flat washers, lock washers, cap screws and all the popular size nylock nuts. When I'm restoring a car that I plan to keep forever, such as my 1968 Triumph Spitfire MKIII, or want to do as high quality a restoration as possible, such as I'm doing on my 1960 Triumph TR3A, I always use stainless fasteners. They may not be authentic, but they look fantastic and won't rust.

A good selection of flat washers is important. Besides the usual selection of USS-spec washers, when you're dealing with tighter clearances you will need to use SAE-spec washers. The SAE-pattern flat washers have a smaller outside diameter and they fit

tighter on the bolt. I keep a supply of all the common sizes, such as 1/4-, 5/16-, 3/8-, 7/16-, 1/2-, 9/16- and 5/8-inch. I buy them by a box of 100, which is very cost effective. When it comes to nuts, I use nylock nuts on practically every bolt. Be it the upper and lower A-arms and steering racks to the engine mounts and transmission bellhousing, nylocks are fitted everywhere a regular nut would have originally been used. I know they're not original, but I feel much safer knowing that that little white plastic insert will better prevent, in most cases, the nut from loosening than when a traditional tooth or lock washer is used due to its superior ability to stay tight during endless vibration cycles. As for lock washers, always use new ones. Never reuse a lock washer because it won't have the same holding power the second time it's tightened down. I keep a supply of lock washers in both stainless and zinc-plated, as I do for the USS-pattern flat washers. Because there are so many different sized hex bolts used on cars I don't keep very many new ones on hand, just a few different length 3/8-inch bolts since they are the most common. Whenever I remove a part, be it a brake caliper, A-arm or crossmember, and want to replace the hex bolts that held it in place, I note how many of each size is needed and I just take a sample to my local auto parts store and buy them on an individual basis. This also gives me the freedom to buy different grade bolts as needed per application. For instance, for high-stress locations, such as suspension, brake and steering components, I only use grade 8-spec bolts. Made from medium carbon alloy steel, these tempered bolts are the strongest bolts you can buy, and are best suited for applications where high strength and hardness is required; for identification purposes a Grade 8 bolt head has six dashes on it. Grade 5 bolts are also tempered but they are made from just medium carbon steel, yet they are still designed to use in high-strength applications, too; their bolt head has three dashes on it. Avoid Grade 2 bolts because they are made from a low carbon steel which makes them fairly weak, thus they won't stand up to the demands of being torqued down to a very high specification; they don't have any dashes on the bolt head.

And remember, never use coarse-thread UNC-spec nuts and bolts on a car, truck or motorcycle, only use fine-thread UNF-pattern fasteners. The fine thread fasteners have more threads per inch for superior holding power, which helps prevent them from loosening. For instance, a common size 3/8-inch diameter hex bolt has 16 threads per inch for a coarse bolt versus 24 threads per inch for the fine-thread version. Using fine-thread fasteners is especially important for automotive applications due to the many inherent vibrations sent throughout the vehicle while in motion.

BMCCF Points to Ponder

Number 9 - Death is the number 1 killer in the world.

Number 8 - Life is sexually transmitted.

Number 7 - Good health is merely the slowest possible rate at which one can die.

Number 6 - Men have two emotions: hungry and horny, and they can't tell them apart. If you see a gleam in his eyes make him a sandwich.

Number 5 - Give a person a fish and you feed them for a day. Teach a person to use the internet and they won't bother you for weeks, months, maybe years.

Number 4 - Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.

Number 3 - All of us could take a lesson from the weather. It pays no attention to criticism.

Number 2 - In the 60's, people took drugs to make the world weird. Now the world is weird, and people take antidepressants to make it normal.

Number 1 - Life is like a jar of chilli chutney. What you enjoy today might burn your ass tomorrow.

...and as someone recently said to me: Don't worry about old age; it doesn't last that long....

“the nearest thing to flying without leaving the ground”

Sent to us from - Eric Robinson

What explains the resurgence of a car as quirky as the Morgan 3 Wheeler? Out of production for decades, it returned wholly remade in 2011 and became the fastest-selling model in the Morgan Motor Company’s 105-year history.

For 2014, the 3 Wheeler is known to stand 39.3 inches tall and stretch 126 inches in length, yet the specification sheet divulges no detail about a boomerang. And available technical drawings cleverly disguise where and how this essential component of recoil would be located inside the chassis.

Nevertheless, the most important thing to a small but discerning clique of driving enthusiasts is that this exemplar of British eccentricity is readily available from the European Union to Australia.

“Thank God there’s still Morgan building zany products like this,” Dennis Glavis says. As managing director of Morgan West, a small store in Santa Monica, California, Glavis operates one of 13 dealerships in the United States. He describes the driving experience, saying, “You feel like you’re a kid again, like riding your first bicycle. You’re on top of the world.”

The 3 Wheeler’s resurgence may be more readily attributed to the original concept’s fundamental merit. Developed as a prototype in 1909 by Harry Morgan, the Runabout, as it was known, enduringly – and endearingly – established the “cyclecar” category in the automotive realm.

Even in those dawning days of motoring, the Runabout had its predecessors. Leading the way, the 1885 Benz Patent Motorwagen, regarded as the first automobile, had one wheel in front and two in the rear. But the Runabout followed a two-plus-one layout and easily outperformed other eventual tri-car challengers such as the Scott Sociable, a curiosity that had a four-point layout but lacked the left-front wheel. (At the time, Britain’s road fund license did not apply to three-wheelers.)

With simplicity and low cost as its hallmarks, the Runabout and its successors were produced by Morgan until 1953. In the next few years, various vehicles of the Reliant Motor Company, including the [HYPERLINK "http://www.topgear.com/uk/videos/clarkson-tips-over-reliant-robin"](http://www.topgear.com/uk/videos/clarkson-tips-over-reliant-robin)notoriously tippy Robin, as well as German microcars such as the [HYPERLINK "http://www.bbc.com/autos/story/20130419-microcars-timeless-allure"](http://www.bbc.com/autos/story/20130419-microcars-timeless-allure)BMW Isetta and Messerschmitt KR200, pushed the concept ahead.

Motorised rickshaws in Asia and various one-plus-two Cushman utility vehicles in the US have continued in service.

But the “Mogs” were always the performance thoroughbreds among cyclecars. British pilot Albert Ball called his Runabout “the nearest thing to flying without leaving the ground.” After Morgan’s centennial in 2009, the car slinging a powerful motorcycle engine over its sternum and carrying a chip on its shoulder began to make sense again. Indeed, it still held many hillclimb and endurance records.

Returning in this decade of hipsters and hypercars, it took inspiration from the Liberty Ace, an independent interpretation of the 3 Wheeler created by Pete Larsen, whose Liberty Motors dealership is in Seattle, Washington. “It’s been a remarkable experience for me,” Larsen says, explaining how a review of the Ace in London’s Daily Telegraph brought his project to Morgan’s attention. “It was a once-in-a-lifetime chance to sell Morgan a three-wheeler,” he recalls. “The money meant little to me. The opportunity meant everything.”

Mark Ledington, Morgan’s marketing director, calls the Ace “a sort of benchmark vehicle”. As the company pursued its investigations, it perceived that a market in fact existed. The result, Ledington says, is “absolutely a 21st Century version of an old cyclecar. We completely reinvented it.”

The powertrain matches a mighty yet efficient V-twin motorcycle engine, produced on S&S Cycle’s six-person assembly line in Viola, Wisconsin, with a five-speed manual transmission supplied by Mazda. The driving force from 82 horsepower and 103 pound-feet of torque is relayed by a quietly operating belt, and the fat, sticky rear tire puts it down on the road. The 3 Wheeler scoots from zero to 62mph in a manufacturer-estimated six seconds. Disc brakes quickly bring things to a halt.

Larsen had used a Harley-Davidson engine for his Ace, but Morgan chose the S&S X Wedge 2-litre twin, which had been developed for the custom motorcycle market just before the 2008 financial crisis. “Here’s this wonderful engine, all dressed up for a party and nowhere to go,” Larsen says. “By the time Morgan knocked on the door, they got the goods.”

Even though the car’s open cockpit offers no protection in nasty climes, more than 1,100 units have been produced so far at the [HYPERLINK "http://www.morgan-motor.co.uk/mmc/newspages/100years.html"](http://www.morgan-motor.co.uk/mmc/newspages/100years.html) Pickersleigh Road factory in Malvern, England.

Jason Hill, designer of the lamentably stillborn Aptera Typ-1, the new millennium’s sleekest three-wheeler, credits the Maker Movement among the factors at play in the Morgan’s comeback. The movement combines technological processes with a do-it-

yourself, or DIY, ethic. “There’s an appreciation for things that are handmade,” says Hill, who presides over his own studio, Eleven, in Long Beach, California, and teaches at Art Center College of Design, in nearby Pasadena. “There’s a swing to the analogue side.”

As Glavis contends, Morgan is the last company of its kind, owned by the family for 105 years. “People appreciate that,” he says, “the craftsmanship, the individuality a vehicle like this provides. It’s not just another rubber-stamp car, another red Ferrari, another silver Porsche. After years, it becomes identified with the owner. Your history passes along with the car.”

And this time around, the US market has proven significant in the 3 Wheeler’s success. Never sold there as a new vehicle before 2011, the crablike conveyance, which registers with state vehicle departments as a motorcycle, appeals to some people who once rode motorcycles until unenthusiastic spouses or bad hips unsaddled them, according to Glavis.

Call the 3 Wheeler the arthropod car for orthopedic drivers.

And the tri-car idea is catching on more broadly, both as a low-price transportation alternative and a sporty choice. US-based Elio Motors claims more than 20,000 reservations for its hardtop, with production starting next year. And riding another vehicle with the two-plus-one layout, the Can-Am Spyder – which resembles a snowmobile with wheels and has been sold since 2007 – produces a byproduct well-known to drivers of Morgan 3 Wheelers: attention.

“I get waves and thumbs-up and ‘Cool car!’ from elementary-age kids to people my age and older,” says Jim Nichol, 67, who lives in Hyde Park, New York. He owned a 1928 Morgan for about 15 years until selling it in 2013 and buying a new 3 Wheeler for “around \$50,000”. He has exceeded 70mph in it, but even though top speed is listed at 115mph, he says, “I don’t foresee going any faster.”

Having driven Morgans for 40 years, Nichol is accustomed to onlookers balking at the vehicle’s lack of amenities. He has cultivated a ready rejoinder: “Some of us are a little bit warped and don’t mind driving anachronisms.”

BMCCF Calendar of Events



NOVEMBER

20th. Club Meeting 7 PM TEMPTATIONS EVERYDAY GOURMET

DECEMBER

11th. CHRISTMAS PARTY EVERYDAY GOURMET - 6:30PM \ **BMCCF**
Member Contributions:

Stuffs for Sale or Wanted

For Sale by Owner - Covered boat/RV dry slip -Wrightsville Beach Storage
2010 Capital Drive, Wilmington, NC - 36' long by 12' wide x 16' tall. offered at
\$19,900 OBO. **Contact Edie Cutler** 910.799.2753 or see wbstorage.com for more
information & pictures.

For Sale - TR-6 Motor block and separate head. Passed on to me with purchase of
car and now available cheap, also rear end and fenders. No reasonable offer
refused. Call **Steve Spier** 910-540-6303.

Brought to us by members:

From Jacq Moore - We have BMCCF Sun Visors and Beach towels For Sale @ \$15.00 each.. Jacq will bring them to the July meeting. Also from Jacq -

I HAVE A "MOTTO" FOR OUR CAR CLUB

" A SOCIAL MOTOR CAR CLUB WITH A DRIVING DISORDER."

WHAT DO YOU THINK OF THIS MOTTO? BE HONEST. JACQ

From John Williamson - My friend Kevin Dillon the manager of the new "Advanced Auto" store in Leland across from the Walmart is giving the club members a 10% discount, members will need to tell Kevin they are members of the club to get the discount. His store phone number is 371-2131 or 371-2212. He has always been very good at supporting our car show, even when the retail change doesn't.

Griot's Garage along with sending raffle prizes for the car show is extending a 10% discount to club members until the end of the year, also free shipping on orders over 99.00. To order visit the web site www.griotsgarage.com and use the key code 4GCA01, also can contact them at 1-800-345-5789. Can we get the Griots link placed on our web site?

BMCCF Classified

BMCCF Regalia

CSI Promotions

207 Antilles Ct.

Suite B

Wilmington, NC 28405

www.csipromo.com

910-799-9914

You can order directly from them or we will have a link on our page very soon! Please allow a week for your order to be completed.

Our contact is Thelma Studer.

BMCCF NAME TAGS

Official BMCCF name tags are required at all events or when you are representing the club.

Originally ordered name tags are now available from John Moore
\$5.50 Pin Clasp \$8.00 Magnet Clasp

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Free Advice to BMCCF Members

That's All Folks Sparky



Thank You
For your contributions to this newsletter